The Hongkong Telegraph.

(ESTABLISHED 1881.)

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No. 8651 | 實篤三年拾月拾伍號 | TUESDAY, DECEMBER 5, 1911. | 禮拜二 | 十二月五號 香港英文 | $13 PER ANNUM. SINGLE COPY 25 CENTS.

TELEGRAMS.

THE REBELLION

TROOPS FROM HONGKONG.

[SERVICE TO THE "TELEGRAPH."]

Durban, Dec. 4.

Reuter's correspondent at Hongkong states that a detachment of 200 of K.O.Y.L.I. has been ordered to embark for Hankow.—Reuter.

[The information that a detachment of troops from here was leaving for the north this morning was given in this paper last evening.]

AN ARMISTICE GRANTED.

[OUR OWN CORRESPONDENT.]

Shanghai, Dec. 5.

The Peking Government has been granted a three days' armistice at Hankow and hopes for a peaceful conclusion of the conference.

A REVOLUTIONARY ADVANCE.

The Kwangsi revolutionaries have crossed to Hupeh and have taken Kwangpi. They are threatening the railway behind the Imperialists. There has been heavy fighting.

NANKING'S NEW ROLE.

Munitions and troops are pouring in to Nanking, which will in future be a base for the revolutionaries.

Seven thousand revolutionaries have gone to Pukou.

THE WARSHIPS.

Half the fleet is to proceed to Hankow. Chien has superseded Liu.

RETALIATION AT NANKING.

Bombay, Dec. 5.

Reuter's Nanking correspondent states that the Tartar city has been sacked and burned by permission of the authorities.—Reuter.

TELEGRAMS.

THE REBELLION.

INDEPENDENCE OF MONGOLIA.

Via Durban, Dec. 4, 8.30 a.m.

Reuter's correspondent at Peking states that the independence of Mongolia has been declared at Urga, where the Chinese officials were dismissed.

FROM JAPANESE SOURCES.

—Tokyo, Dec. 4.

Sun Pow-chi, the Governor of Shantung has withdrawn the announcement of the independence of the Province. Despite his unloyal conduct the Throne has retained him in his former post.

It is reported that after the Battle of Hanyang two Germans were found among the dead and that two of the wounded were Germans. Of the latter one was a Colonel in the German Army.—Independent News Agency.

PERSIA.

RUSSIA'S ACTION.

[Service to the "Telegraph."]

Bombay, Dec. 5.

At question time in the House of Commons Mr. Acland said that Great Britain was informed of the Russian ultimatum before it was sent; but, as the events which occasioned its despatch mainly concerned Russia the consent of Great Britain was not required.

In view, however, of Mr. Shuster's action Great Britain was unable to object to the demand respecting him and the appointments of foreign officers.—Reuter.

ARRIVAL OF RUSSIAN TROOPS.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Dec. 4, 8.30 a.m.

A message from Reuter's correspondent at Teheran states that 2,000 Russian troops have arrived thirty miles south of Resht, and 200 at Kasvin, where they disarmed the local Persian militia. Twenty-five have also arrived at Teheran to reinforce the Legation guards.

TELEGRAMS.

HOME POLITICS.

TWO BYE ELECTIONS.

(Service to the "Telegraph.")

Bombay, Dec. 5.

Mr. William Hunter, K.C., Solicitor-General for Scotland, has been appointed to a Scotch judgeship and Mr. A. M. Anderson, K.C., has been appointed to Mr. Hunter's former post.

This necessitates two bye elections.—Reuter.

THEIR MAJESTIES' TOUR.

THE CHILDREN'S DAY.

[Service to the Telegraph.]

Bombay, Dec. 5.

Reuter's correspondent at Bombay states that Their Majesties received joyous greetings at the Children's fete and exhibition in the stadium. School children numbering 25,000 of all castes and creeds, in gorgeous costumes, cheered and waved flags. The national anthem was sung in four languages.

The children sang the national anthem to English and Indian music, after which there was a native dance.

Their Majesties made a tour of the exhibition. The children were in an indescribable state of excitement and enthusiasm.—Reuter.

COMMERCIAL

Menthol.

The "Financial Times" of November 1 has the following:—"Astute Japanese speculators have neatly cornered German bears of menthol, with the result that the price has been driven up to the highest price recorded for many years. At 35s. per lb. that price compares with about 17s 6d three weeks ago, and top-notch prices of 11s. 9d., 9s. 3d., and 7s 3d. respectively in the last three years. The Japanese began their campaign by quietly acquiring control of the world's stocks, foreseeing that coincident with a steady increase in the demand there was likely to be a distinct shortage of supplies. Hamburg operators have sold forward a great deal more menthol than is now obtainable, and as American consumers have taken fright and swept the markets clean of floating stocks the Japanese speculators control the situation. Reports are to hand as to damage having been done by insects and floods to the second and third crops of the season, in the event of which proving well founded there is no saying at what figure the unhappy bears will be allowed to close."

TELEGRAMS.

THE WAR.

SEVERAL TOWNS BOMBARDED

(Service to the "Telegraph.")

Via Durban, Dec. 4, 8.30 a.m.

A message from Reuter's correspondent at Perim states that during the bombardment of Mocha one man was killed and another wounded. Two dhows were sunk and a few huts burned. Afterwards the cruiser sank twelve dhows at Yoktul. The vessel bombarded Dubab, where 1,250 Turks with five guns were encamped. The casualties include Sheikh Said, and three soldiers who were slightly wounded.

CHINA'S NAVY.

NEW TRAINING CRUISER.

[Service to the "Telegraph."]

Via Bombay, Dec. 4, 1.30 p.m.

The Yingswei, the training cruiser for Chinese officers which was built at Barrow, and which is specially equipped with the most varied machinery and armaments, has completed her trials most successfully. She attained a speed of 24½ knots per hour.—(Reuter.)

BOXING.

LEWIS WILLING TO FIGHT.

Bill Lewis will attend at this office between ten and eleven o'clock this morning, prepared to talk business either with Jack Blackmore or Seaman Grant.

Lewis has matched Stoker Arnold, of H.M.S. Monmouth, and P.O. Dunn, of H.M.S. Minotaur, to fight the best of twenty rounds on December 23. Arnold is betting $100 of his own money, and there will be a purse of $250. These two men have been at loggerheads for some months, and their respective admirers are keen on seeing the supremacy of one or the other definitely established. The contest would not be fixed for twenty rounds but for the keen rivalry which exists, and in future ten rounds will be the limit unless there is a substantial side bet.

Gunner Rust, of the R.G.A. (heavyweight) and Seaman Steer, of H.M.S. Minotaur (middleweight), have been matched for a ten rounds bout, whilst Private Webb, of the K.O.Y.L.I., will face Seaman Gummer, of H.M.S. Astraea, with six rounds as the maximum. There will be three other six-round bouts if Grant cannot meet Lewis on that date.

GRANT PREPARED TO MEET LEWIS.

Seaman ("Nobby") Grant writes that he will fight Bill Lewis at the first opportunity after the return of his ship, the Flora, from her Shanghai cruise. He says he will cover Lewis's $500 at the ringside, as he prefers such business to be done before the public.

TELEGRAMS.

CRICKET.

M.C.C. EASILY DEFEAT QUEENSLAND.

(Service to the "Telegraph.")

Via Durban, Dec. 4, 11.30 a.m.

The weather was warm, but the sky was overcast when the match between the M.C.C. and Queensland was resumed at Brisbane There was only a small attendance There was a terrific thunderstorm on Saturday night, and as a result of the tropical downpour the wicket was tricky. Queensland, with two wickets down for 65 runs, continued their second innings, but fared disastrously, and were all out for 124. Foster took six wickets for 31 runs and Barnes four for 49. M.C.C. were able to knocked off the 140 runs required for victory without difficulty, winning comfortably by seven wickets. Mead batted capitally for 54 not out. Scores:—

Queensland, 290 and 124.

M.C.C., 275 and 140 for three wickets.—(Reuter.)

CHINA TRAINING CRUISER.

In view of the telegram published elsewhere in reference to the trials of the Yingswei the following from a home paper is of interest:—One of the most complete of modern naval training ships is being constructed in England for the Chinese navy, and will serve henceforth as the school ship for aspiring officers of the Celestial Empire's fleet. The vessel was launched recently, the launching attracting little attention, although the builders believe the vessel to be one of the most remarkable they have turned out. The feature that makes it different from the ordinary warship is that while it is of small tonnage—2,400—and has a draft of but 13 ft., it has aboard every variety of appliance to be found on the biggest of the Dreadnoughts. Of course the armament of the little ship is not to be as heavy as that of a battleship, but the construction and equipment are such that an officer graduated from its decks will be fully acquainted with the working of a Dreadnought and can navigate the big ship as successfully as he could navigate the one on which he received his training. The boat is 330 ft. long and has a breadth of 39 ft. Her speed will be 20 knots and her armament will include a variety of guns, the largest being 6-in. and the smallest 1.1-2-pounders. There will also be 4-in., 14-pounders and 3-pounders. This will make the vessel a very formidable fighting ship. There will be different types of boilers on board, cylindrical and water-tube, so that the engine-room force and stokers may get experience in handling the different types. There will be two 18-in. deck torpedo tubes, and an unusually large quantity of ammunition is to be carried in the extra size magazines.

TELEGRAMS.

WEST AFRICAN COLONIES.

A COINAGE QUESTION.

Bombay, Dec. 5.

Mr. L. Harcourt has appointed a committee to consider the question of a distinctive silver coinage for the West African Colonies and protectorates and the regulation of the currency generally.

The Chairman will be Lord Emmott.—Reuter.

THE DELHI FIRE.

VALUABLE TAPESTRY DESTROYED.

[Service to the "Telegraph."]

Via Bombay, Dec. 4, 1.30 p.m.

A quantity of silver tapestry was destroyed in the Delhi fire. The Lieutenant-Governor's private tents had hurriedly to be struck, and were barely saved from the flames.—(Reuter.)

FOREIGNERS IN CHINA.

The following notice has been sent by the United States Minister, Mr. W. J. Calhoun, to all American Consular Officers in China:—

In view of the fact that revolutionary risings in all parts of the Empire have weakened or destroyed the authority of local officials, thus rendering life and property insecure, particularly in interior places, you are instructed without delay to warn the Americans resident in your district of the difficulty of securing protection for them outside of ports accessible to naval vessels and to urge those living outside of such ports to remove to places of safety. This course should be especially advised in the case of American women and children in interior localities.

"You should point out that notwithstanding the evident desire both of Imperialists and revolutionists to give due protection to foreign life and property the fact remains that disorder is increasing. In some places organised bands of brigands are plundering the countryside and a few foreigners, unfortunately, have already lost their lives in the attacks which have been made upon them. There is good reason to fear that such acts of lawlessness may become common as winter approaches and that no distinction between native and foreigner will be made by those who are bent only upon getting booty from no matter what source."

TELEGRAMS.

OBITUARY.

CANON SHORE, OF WORCESTER.

(Service to the "Telegraph.")

Via Durban, Dec. 4, 8.30 a.m.

The death is announced of the Rev. Thomas Teignmouth Shore, M.A., Canon of Worcester. The late Canon Shore was Hon. Chaplain to her late Majesty Queen Victoria, and religious instructor to the daughters of King Edward, and prepared them for confirmation.—(Reuter.)

ECCLESIASTICAL.

[Service to "The Telegraph."]

Bombay, Dec. 5.

Canon Thompson, Rector of Birmingham, has been appointed Bishop of Sodor and Man.—Reuter.

NEWS FROM NANKING.

Missionaries Well Treated.

A special corespondent of the "China Press" wrote from Nanking on Nov. 20 as follows:—A great many are beheaded here, mostly for robbery. I hear that nine more of the new recruits we shot here. We have a very able teacher in one of our colleges who lacks a queue. He belongs to a good Nanking family. His brother is in America, a graduate of one of our colleges, where he stood at the head of his class in English. We advised Mr. Si to leave but he has a mother and a large family dependent on him and declared that he could not go.

Yesterday Dr. Frank Garrett and the writer were called to be told that soldiers were looting the young teacher's house. We went down about 9 p.m. with soldiers and found he had been robbed of about $300 worth of stuff. One of the soldiers had come back for more plunder as we arrived on the scene. He was captured and we all went to see General Chang Hsun who was ordering him to be decapitated when we asked him to spare the man's life.

Gen. Chang issued a passport to Mr. Si and his two quseless nephews. I write this to let it be known how necessary it is for us to stay here and protect our students and teacher. I was advising Mr. Si to go to Shanghai when Captain Hu, one of Gen. Chang's officers who standing by said that such a course would not avail us they would soon take Shanghai. He said it as naively as possible.

Gen. Chang gave us passports for the hospital so that we can pass in and out at pleasure. Our friends will feel relieved to know how safe and well protected we are. Gen. Chang agreed to let the wounded soldiers have their arms so as to protect themselves and us in in case of attack by looters.

I to-day visited the spot where Chang caused so many to be beheaded the first day of the trouble. Some of the bodies have been dumped into pits but perhaps 50 were yet out in the open and being torn to pieces by the the wolfish dogs. It is a pitiful sight.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL ..... $15,000,000.
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RESERVE LIABILITY OF PROPRIETORS $15,000,000

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On Fixed Deposits for 6 months, 3½ per cent.
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WM. DICKSON, Manager.
Hongkong, 1st May, 1911. [22

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TAKEO TAKAMICHI, Manager.
Hongkong, 25th Sept., 1911. [18

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Banks

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Hongkong, 9th Oct., 1911. [2

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„ 6 „ 3½ „ „
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F. C. MACDONALD, Acting Manager.
[260]

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Hongkong, 7th Nov., 1911. [82

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Hongkong, 15th April, 1911. [1058

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THE Steamship
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Captain Prince, will be despatched for the above ports on SATURDAY, the 9th December.
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Hongkong, 10th Nov., 1911. [1458

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TO LET.

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Hongkong 1st July, 1911. [61

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Hongkong, 18th Aug., 1910. [948

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SHIPCHANDLERS,
PROVISION & COAL
MERCHANTS
Hongkong, 22nd May, 1911. [1220

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Cow boys at Fanling Dairy Farm Co., Ltd.

TRAFALGAR TACTICS.

The 106th anniversary of Trafalgar, which was observed recently, was rendered noteworthy by Capt. Mark Kerr's convincing explanation that the battle was fought on the consummate plan contained in Nelson's memorandum, and that so far from having, as theorists have alleged thrown the whole to the winds at the last moment, he went into action strictly in accordance with the tactics prepared months before. It is no haphazard discovery that Capt. Mark Kerr reveals in "The Nineteenth Century." He has for years devoted himself to the study of the problem of Nelson's tactics, and, in summary, the conclusion he arrives at is that the theory of the perpendicular attack is to credit Nelson with a plan which reflects seriously upon his professional reputation. Capt. Mark Kerr has rendered good service in vindicating the tactical genius of Nelson, although it is to be regretted that the defence was not put forward at the centenary of Trafalgar.

GUN MOUNTINGS.

Hand in hand with the development of gun power, the Naval Ordnance Department has been devoting attention to improved barbette mountings, and with the co-operation of manufacturers of these important fittings very successful results have been attained. Satisfactory as were the recent gun trials of the Orion, the barbette equipment of the first ship to carry the 13.5in. gun is necessarily in some measure experimental, and in the circumstances Messrs. Vickers, Sons, and Maxim have fully upheld their reputation. The next 13.5in. gun mountings to be tested will be those for the Conqueror. These have been made by the Coventry Ordnance Works from their own design, and being the first hydraulic mountings manufactured by this company, more than ordinary interest will be taken in them. The pit trials of the Conqueror's mountings have just been carried out at the Scotstoun Works with satisfactory results. These mountings embody many improvements upon earlier barbettes, and it is claimed that they facilitate the ease and certainty of manipulation in laying the guns, thereby ensuring increased accuracy of fire. With the experience which is being gained in equipping the 13.5in. gun barbettes on the hydraulic principle, it is not unreasonable to expect that the advantages of this system over that of electrically-worked turrets will be further established in the King George class.

SIX ADMIRALS IN ONE PORT

The unusual spectacle was witnessed in Devonport harbour recently of no fewer than six admiral's flags flying; all of which could be seen from any central position. This arose from the change in the rear-admiral commanding the Second Division of the Home Fleet and resulted in the fifteen-year-old Mars being temporarily elevated to the dignity of a flagship. The sextete of flags were those of Admiral Sir W. H. May, Commanderin-Chief; Rear-Admiral R. H. Stokes, Superintendent of H. M. Dockyard; Rear-Admiral E. E. Bradford, Commanding the Fourth Cruiser Squadron; Rear-Admiral R. B. Farquhar, Commanding the Devonport Division, Home Fleet; Rear-Admiral G. E. Patey Second in Command of the Home Fleet, Second Division; and Rear-Admiral H. G. King-Hall his successor, whose flag for saluting purpose was flown in the Mars, while that of Rear-Admiral Patey was still at the masthead of the Hibernia, from which it was finally hauled down at sunset.

Tramp: "Madam" I,m starvin,! Can I eat grass out here in the backyard?"

Mrs. Homespun: "Yes; but don't you stray over into that new pasture, we're going to cut that hay."

Young Lady at (at out-of-the-way town): "Will I have time to say goodbye to my be the Llndon train leaves?

Porter "I think so, miss."

"When does it goes?"

"In about three hours, miss."

THE MURDERED MISSIONARIES

News from the North.

The following is from the "N.C. Daily News" of Nov. 24:—

From the circumstances that up to the present no foreigners have arrived from Sianfu or have actually written from there, a disposition exists in several trustworthy quarters to regard the report of the murders as still unconfirmed. It is said that for about three weeks Peking has had the report, but that it was not given out until now on account of it is lack of confirmation. One letter, however, has been received stating that the Postmaster and his wife had perished, and yesterday there was a communication from a missionary source which threw a considerable light upon the matter. The Postmaster at Sianfu was a German named Henne, and Mr. Manners, who was a China boy educated at Chefoo, was probably district inspector.

Upon the news reaching Shanghai on Wednesday of the murders, Mr. Rydberg of the Scandinavian Mission had a wire sent to Tientsin, and yesterday the following reply was received:—

Mrs. R. Beckman and the children of several missionaries reported to be killed, Mr. Beckman and his young child saved.

In connection with this telegram, it should be borne in mind that Tientsin has its information from missionaries arriving from the neighbouring province of Shansi, from where Sianfu is several days' journey, and no one from the actual scene as yet arrived.

Disorder.

From Pingyangfu, in southern Shansi, some days journey from Sianfu, one of the local missions had yesterday a letter bearing upon the murders and showing an alarming state of unrest in that part of the empire. To start with, the letter deals with Taiyuanfu, which, it says, went over to the revolutionaries on October 29, when the Governor and all the Manchus were killed. The missionaries were reported to have been spared. During the days ending November 1 there was a financial panic all along the line. Many shops closed their doors and many were very near to being closed. On November 4 the panic generally reached its climax, and that night it was expected that the Manchu officials in the city were to be exterminated. Eight-tenths of the people had fled to the hills. The Sianfu official was a Manchu, and as his yamen was very near to the mission premises, had trouble occurred the missionaries would have been affected. Proceeding the letter says:—The soldiers have been making trouble to-day, taking garments worth a few hundred cash and demanding as many thousand from the pawnshops. It is said this day's transactions will mean a loss of nearly Tls. 1,000 to the pawnshops. The danger is that things will get out of hand.

Sianfu.

November 6—Two students arrived at Hungtung (Shansi) from Sianfu, and reported that on October 22 whilst the soldiers were fighting the Manchus, the school missionary children was attacked by the *Fei T'u* (the lawless element), and that five children and Mrs. Beckman were killed. Mr. Beckman was injured as he ran away with a child to a place of safety. The Chinese school was scattered immediately, and these two boys, whose homes are in north Shansi, left without anything or any money. They say that Shansi was very disorderly, and the *Fei T'u* were killing people on the road. The students went to Shinghing and found it panic-stricken. They saw Mr. and Mrs. Bergstrom, who were all well. When they reached Kienchow they found that Mr. and Mrs. Ahlstrand were in hiding in the homes of Christians. At Yungchowfu they could not enter the city, as the gates were closed.

We hear that Pingyao (Shansi) has gone over to the revolutionaries, and there is a rumour that Kuhwo has also gone, but, apart from these, the other cities are still on the fence, at least no definite word has reached us. The rumour has reached here that Peking has been quietly taken. Communication with the coast by the northern route has been cut off for a week or more. As far as we know not a foreign or native Christian has suffered in Shansi so far. Here at Ping yang all is well.

—"And you must take Sanatogen regularly for several weeks"

This urgent advice is given by physicians every day, in every civilised country, to sufferers from Nervous Debility, Brain-fag, Lack of Vitality, Sleeplessness, Disordered Digestion, Poverty of Blood and various Wasting Diseases.

Physicians know that Sanatogen is a true scientific compound of organic phosphorus and pure concentrated proteid, forming a new substance which is eagerly and completely absorbed by the tissues and possesses unique tonic and reconstructive qualities.

The Supreme Restorative.

Physicians can speak from experience of the great recuperative effects which Sanatogen has upon the brain, nerves, blood and muscles. They have watched its revivifying action upon people whose nervous strength has been depleted by over-work, worry or disease. They have noted how Sanatogen gives lasting benefit, how it regenerates the appetite and digestion, brings back the bloom to the cheek, replaces wakeful nights by sound refreshing sleep—in short, enables the human machinery to perform its functions so perfectly that the patient loses his depression of spirits, gains confidence and courage, and finds life again worth living.

Fighting Malaria and Dysentery.

Apart from its value as a general tonic, Sanatogen is of the greatest service to the physician in fighting Malaria, Dysentery and other scourges of tropical climates.

On this subject, Dr. H. H. W. H., of Babugarah, United Provinces, writes:—"I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery, Enteric Fever and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen."

Try Sanatogen To-day.

At the head offices of the manufacturers of Sanatogen there are filed more than fourteen thousand letters from practising physicians who certify to the value of Sanatogen. Truly a magnificent monument to the value of this unique tonic-food!

But no less impressive is the enthusiastic testimony of patients themselves. Thousands of well-known people in every walk of life have publicly testified to the wonderful benefits they have received from Sanatogen, and a few of their letters are reproduced here.

Begin to take Sanatogen to-day, and thus lay the foundation of new health and nerve force. You can get Sanatogen in Hong Kong from Messrs. A. S. Watson & Co.; The Sincere Co, Ltd., 215/21, Vosveux Road; and of all Chemists.

The Hon. Mr. Justice Robertson,

Judge of the Supreme Court, Lahore, Punjab, writes:—"My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener."

Sir Charles A. Cameron, C.B., M.D., etc.,

writes:—"Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

Mr. Shirley Tremearne,

Editor of "Capital," 98, Clive Street, Calcutta, writes:—"I cannot speak too highly of Sanatogen, it not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."

"The Medical Times"

says:—"There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully, due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains."

Sir Gilbert Parker, M.P.,

the popular Novelist, writes:—"20, Carlton House Terrace, S.W.—I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind."

Prof. Dr. C. A. Ewald,

of Berlin University, writes:—"I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

Consignees.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU," FROM SOUTH AMERICAN PORTS, HONOLULU and JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on THURSDAY, the 30th Nov., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, 4th Dec., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before MONDAY, 4th Dec., otherwise they will not be recognised.

K. MATSDA,
Hongkong, 27th Nov., 1911. [3068

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf an Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of December, at 9.30 a.m.

All claims must reach us before the 12th of December, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 30th Nov., 1911 [7

TSANG SHING KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vœux Road Central.

Telephone No. 699.

Hongkong, 2nd Jan., 1911. [3068

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Art Curio Dealers.

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Proprietor.

Friday
Dec. 8th
9.15 p.m.

PHILHARMONIC CONCERT.

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Mr. H. Ruttonjee has much pleasure in informing his numerous patrons and the public in general that he will on December 1 open Public and Private Bars and Billiard Room in connection with the above Hotel, to be conducted STRICTLY ON CASH BASIS. He himself, being a direct importer of all the best kinds of Wines and Spirits, is in a much better position to retail his drinks at prices 15 to 20 per cent. cheaper than any other Hotel in the Colony, which has to make purchases locally, and therefore pay higher prices. At the same time, the high standard of Liquors supplied will be strictly maintained.

M. J. NATHAN,
Manager.
Kowloon, November 29th 1911.

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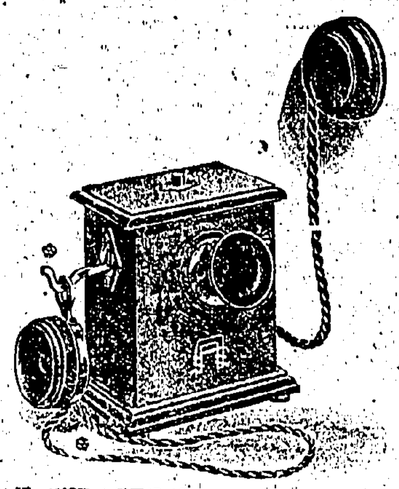

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THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

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1st Class Fares					
$40.00	Shanghai (Steamer) ..... Lv.		Thurs.	Sun.	
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Y14.95	" (S.M.R. Train)... Lv.	8.00 a.m.	Sun.	Wed.	Fri.
	Mukden (")... Ar.	3.50 p.m.	"	"	"
Y11.50	" (")... Lv.	4.05 "	"	"	"
	Changchun (")... Ar.	10.30 "	"	"	"
R9.60	" (Russian Train)... Lv.	*11.50 "	"	"	"
	Harbin (")... Ar.	*8.10 a.m.	Mon.	Thurs.	Sat.
	Connecting at Harbin with		State Express for Moscow	Wagon Lits for Moscow.	State Express for St. Pet'g

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	Connecting at Harbin with		State Express from St Pet'g.	State Express from Moscow	Wagon Lits from Moscow
R 9.60	Harbin (Russian Train)... Lv.	*12.00 a.m.	Mon.	Wed.	Fri.
	Changchun (")... Ar.	* 8.40 p.m.	"	"	"
Y11.50	" (S.M.R. Train)... Lv.	10.00 "	"	"	"
	Mukden (")... Ar.	5.0 a.m.	Tues.	Thurs.	Sat.
Y14.95	" (")... Lv.	5.15 "	"	"	"
	Dairen (")... Ar.	1.20 p.m.	"	"	"
Y40.00	" (Steamer)... Lv.	Noon	Wed.		Sun.
	Shanghai (")... Ar.		Fri.		Tues.

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

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FUSHUN COAL
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Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

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MITSUI BUSSAN KAISHA, LTD.
Agents.
Hongkong, 14th October, 1911. [1067

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ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

SHERRY.

We can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and Shipped direct.
In Quality and Price they are unequalled.

	Per dozen.	Per bottles
A. Light Dry	$16.30	$1.45
B. Vino De Pasto	17.30	1.45
C. C. Oloroso	22.30	1.90
D. Superior Pale Dry	24.30	2.05
E. Finest Pale Dry Nutty	29.30	2 55

A. S. Watson & Co., Ltd.,
ALEXANDRA BUILDINGS.
Hongkong, 11th November, 1910. [28

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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BIRTH.

At the Victoria Hospital, on the 4th inst. The wife of J. W Donald, C. N. Co. of a daughter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, DECEMBER 5, 1911.

RAILWAY NATIONALIZATION.

Although the railway trouble at home has evidently passed from the acute stage to one of parley, it is still a long way from being removed; and the advocates of railway nationalization have made the most of the opportunity to urge their favourite scheme. The trend of their arguments is fairly well known. The present system they say, stands convicted on the score of wastefulness alone. In every town are three or four sets of offices and warehouses, three or four staffs where one central set and one staff could manage the business of distribution quite as effectively and more economically. Freight charges are higher than on the continent, and the foreign producer is thus able to undersell the home trader in British markets. These are but two of the stock arguments employed.

But are the railway companies wholly to blame? Railway construction in Britain has proved much more costly than on the continent; and while we may deplore to-day the all too fancy prices that were paid for much of the land through which the railways pass, the present directors cannot be held responsible for the burdens shouldered in the past. If it is remembered that railway construction cost, roughly, three times as much in Britain as on the continent, it will be seen that there exists some reason for the differences in charges upon the carriage of goods. Again, passenger fares on, say, German railways are lower than on British, but this fact is usually paraded without certain collorary facts being stated. There are no cheap excursions in Germany, no reduced return fares, no free luggage. The German passenger pays a ticket tax, a fast-train supplement, his seeing-off friends have to purchase platform tickets, and he is fined, without trial, for minor breaches of the railway regulations. Although fares in Germany therefore are a little lower, the advantage of travelling on the state-owned railways there appears to be more illusory than usual. Besides, the British traveller has a faster service and better accommodation. At present, for instance, a British merchant can board a train running between Euston and Birmingham, have breakfast or lunch aboard, and then dictate his urgent business letters to one of the stenographer-typists on the train. The State might show a like care for business men, but it is hardly likely that it would. Nor do the continental systems of state-owned railways encourage us to hope that thousands upon thousands of passengers would be carried from the smoky industrial centres to the coast at the cheap rates which obtain at present.

We are far from denying that the arguments in favour of nationalization are well-founded All we seek to do is to point out that the advantages are not all on the side of the State ownership. But assuming that they were, and assuming that nationalization was established as a first-class necessity, the cost is prohibitive as Britain stands financially. Under the Gladstone Act of 1844—the only machinery for purchase that is available meantime—the price payable to the companies shall be 25 years purchase of the annual profits on an average of the last three years. The profits meantime are somewhere around £45,000,000, and that figure takes no cognisance of non-paying lines which would require to be purchased. In round figures the purchase price would be £1,200,000,000. Can Britain face a loan of such magnitude meantime? We doubt whether even the present Chancellor of the Exchequer whose brain is primed with wild-cat notions, would care to reply in the affirmative.

DAY BY DAY.

Selfishness is the greatest curse of the human race.

The concert which was to have been given at the Seaman's Institute last evening, has been postponed till Thursday.

An Independent News Agency telegram from Tokyo states that the Japanese troops arrived in Peking yesterday. These are presumably the 700 soldiers recently despatched from Ujina.

Dr. W. F. Clark, the Medical Officer of Health, met with a serious accident yesterday evening at the Skating Rink, falling and breaking the right wrist. He was nevertheless able to be about to-day.

At the last meeting of the French Municipal Council, Tientsin, it was resolved to borrow from the Banque de l'Indo-Chine the sum of Tls. 125,000, at 6-1.2 per cent, in order to pay off the claims of the Chinese authorities for land etc., taken over from them.

A strong local committee is at work among the Chinese, raising funds to relieve the sufferers in Hupeh and the Yangtsze region. On Sunday a sum of $10,000 was collected, and we understand that a prominent local Chinese gentleman will personally assist in administering the funds.

Mr. M. H. de Young, proprietor of the "San Francisco Chronicle" and vice-president and commissioner to the Orient of the Panama Pacific International Exposition, together with his two daughters arrived in Hongkong yesterday by the Hitachi Maru from the north. They have now gone to Canton where they will spend a day or two.

Amongst the business dealt with by the Sanitary Board this afternoon was the application for a licence for an offensive trade at 5 Holland Street on the ground floor, and the consideration of plans for a proposed fat-boiling establishment at Kennedy Town There was also a minute by the President relative to a plan of the open vegetable market in Staunton Street.

The case which commenced before the Chief Justice, Sir Francis Piggott, yesterday morning, in which the Fook Lung Firm sued the Yan Wo Firm and Chan Kit-shan, asking for an account to be taken, was concluded yesterday afternoon, when His Lordship made an order against the Yen Wo Firm, for the account to be taken, but made no order against the second defendant.

Langkats.

The Langkat output for last month was 10,776 tons.

The Tencho Maru.

On Saturday next, at 1 p.m., the Tencho Maru will be launched at the Taikoo Dockyard and Engineering Co.'s dock. The launch with guests will leave Murray Pier at noon.

Typhoon Warning.

The following telegram was received by the American Consulate General from the Manila Observatory at 9 a.m. to-day:—Cyclone or typhoon N. of the Western Carolines, moving W.

"Ices."

A jump has taken place in the shares of the Hongkong Ice Company from $170 to $210. This rise is said to have been caused by rumours which have been in circulation and which, we are informed, are without foundation.

The Philippine Carnival.

Invitations to attend the Philippine Carnival at Manila in February next are being sent out. The invitation card is a gorgeously coloured production, and is accompanied by an excellently got up booklet, illustrated in colours, which gives an alluring idea of the attractions that are being arranged for visitors. The Carnival will last from February 3 to 10 inclusive.

DAY BY DAY

Colonel J. M. Irwin, P.C.M.O., has been appointed a member of the Medical Board.

The silk ex R.M.S. Empress of India, which left here on the 4th November, arrived at New York on the 1st inst.

The recent remarkable rise in the price of rice has led to the opening of a wide discussion about the staple food of the Japanese.

The steam trawler Shinriu Maru has arrived at Nagasaki from Grimsby in command of Captain Devenport, R.N.R.

Hon. Mr. A. M. Thomson has been appointed to act as chairman of the Licensing Board during the absence on leave of the Hon. Mr. A. W Brewin, C.M.G.

Major St. G. R. S. Caulfield, R.E., will be visitor to the detention barrack during the current week, vice Major A. S. Begbie, 8th Rajputs, placed on the sick list.

The only item of interest on the agenda of the Sanitary Board, which meets to-day, is a minute by the president relative to a plan of the open vegetable market in Staunton Street.

A Japanese Imperial donation of yen 300 has been made to the family of a Moji railway station official who recently committed suicide owing to a sense of responsibility for a mishap to the Imperial train.

All running records between Seattle and New York were smashed by the $1,000,000 silk train which passed through St. Paul early in October. Advices received at the Great Northern general offices are that the train arrived in New York at 5.35 a.m. Monday, the 17th, making the coast-to-coast journey in 81 hours and 50 minutes. The best time made by a silk train, starting over the Great Northern, previously, was 102 hours and 5 minutes, a year ago. The Chicago, Milwaukee and St. Paul last winter made the run in 97 hours and 40 minutes. We are informed by Mr. C. F. McWilliams, general agent for the railway company in China, Japan and the Philippines, that the silk was shipped from Yokohama by the N.Y.K.'s American liner Imaba Maru.

Societies and Clubs.

An important announcement, in regard to the Companies' Ordinance, 1911, appears in our advertising columns.

Mr. C. R. Scott.

Many old friends yesterday welcomed back Mr. C. R. Scott, formerly manager here of the International Banking Corporation. Mr. Scott for the past eight months has been acting as manager of the International Banking Corporation at Shanghai. Mr. Scott went to Shanghai during the absence of Mr. H. C. Galland, who recently returned. Mr. Scott will spend a week here. After that he will inspect the branches of the International Bank in India and take a vacation in Europe. He expects to reach the Home office in New York next spring.

CANTON NEWS.

(Telegraph Correspondent.)

Canton, Dec' 4.

Wong Ching-wai who was imprisoned after an unsuccessful attempt to assassinate the Prince Regent has been released. He is now on his way to Canton where preparations are being made to accord him a hearty welcome.

As the people were suspicious of the forces at Kweilin on account of their not having removed their queues, the general commanding has ordered his men to discard these appendages.

The merchants in Canton find that as far as business is concerned the situation in the City is very serious. They are consequently forming a society whose object will be the revival of trade.

REVOLUTIONARY NEWS.

Peking Paper's Protest.

The following is from the "Peking Daily News" of Nov. 17:—Yesterday we had occasion to mention that the local Chinese papers in Shanghai have come under the over-radical influences of the Revolutionary press in that port. As an instance we give below extracts of "news" found in a Revolutionary organ in Shanghai, the first issue of which was published on Nov. 8. The following telegrams were printed:—

"The city of Peking was captured by the Constitutionalists. After the occupation of the city, the Constitutionalists despatched troops to guard the Ewo Park. The eunuchs escaped from the palace; and carried away a large quantity of valuables.

The Prince Regent escaped to Mukden. Viceroy Chao Erh-hsun of Manchuria has sent troops to guard him. Only four or five eunuchs accompanied the Regent.

General Chiang Kuei-ti, Commander-in-Chief, has been selected as the Generalissimo of the Peiyang forces.

Tuan Fang was killed at Kueichow."

"News" of this kind is certainly very circumstantial and not so badly concocted; the daily fall of Peking and the flight of the Court must have caused a good deal of anxiety and alarm to the Southerners who have relatives and friends in the capital.

The fact that in making their report, the Court is invariably associated with eunuchs is perhaps for the object of bringing the Throne into contempt in the eyes of the masses and further enhance the racial feelings. The wild fabrications may have momentary effect in furthering the revolutionary cause, but they will be very momentary. In the long run the fabrications will do a good deal of damage to the cause, as they will throw discredit on the revolutionaries in the eyes of impartial men.

It would be to the interest of all parties concerned if the news and opinions of the paper or papers in question will not be given undue publicity by the Shanghai local Chinese Press.

Another Shanghai paper which has openly espoused the revolutionary cause is the Shunchou Jih Pao, or the National Herald. It is most enthusiastic over the revolution, which is quite justifiable, and with which we have no wish to quarrel. But we must record our protest against the character of the "special telegrams" published in its columns.

Take for instance its issue of the 7th instant, and following "news" is given much prominence:—

"Peking, Nov. 6, 9 a.m.—The People's Army rose at Tinghsin and Kaoyang, and uniting with the infantry, cavalry and artillery under General Lan will attack Peking this morning. The Government being in a panic has ordered members of the Tzucheng Yuan to negotiate with the attacking force ten li outside of Chienmen. The Capital is in an uproar and trouble is momentarily expected."

Tientsin, Nov. 6, 6 p.m.—It is reported that Liang Pi, commanding the Imperial Guards, has had a conflict with Chiang Kuei-ti's troops, and the revolutionary Army has entered the Capital. The Emperor escaped and sought refuge in a Legation. The Prince Regent is captured, the Empress Dowager has escaped and Prince Ching has committed suicide."

Now, however enthusiastic one may be for a cause, such deliberate and malicious fabrication of "news" for the express purpose of creating a panic among its readers and of pandering to the desire for sensationalism must be condemned. Nor can it be denied that such journalistic attempts can only defeat their own ends and bring dishonour to the cause.

THE WEST RIVER.

British Patrol Boats.

(Our Own Correspondent.)

Wuchow.

The patrol of the West River by British gunboats is being admirably managed, and no untoward incident of special note has occurred since the attack on the Shiu On. The American gunboat Callao was at Wuchow on Thursday and Friday. The British gunboat Sandpiper escorted the stern wheeler Nanning past Dosing on Thursday night. H.M.S. Handy was lying at Samshui waiting to escort steamers to Wuchow, and torpedo-boat 036 is at Kumchuk.

At Saiu Hing on Monday two Chinese gunboats were engaged in rooting out the pirates, who had concentrated there in force. Sailors were landed, and there was considerable firing. At 8.45 p.m. the s.s. Chan Po passed, and the heavy firing from the shore was heard, people were shouting excitedly, and there appeared to be quite a large number engaged in the fighting. One shot passed close to the Chan Po, causing the officers to dodge behind the iron screen which has been built round the wheelhouse on account of recent occurrences. The shot was not thought to be aimed at the steamer, merely being a stray one from the affair on shore.

To-night the Handy takes the Chan Po and the Nanning up to Wuchow, and brings the Chan Po back on Wednesday.

One of the captains had an anxious time coming on the down trip. He had on board an official with all his wealth, and the boat ran into a heavy fog. She was unescorted, and, fearing an attack, the captain decided to take the risk of continuing through the fog, which course was happily attended with no mishap.

On Friday afternoon the Moorhen was met at Nanning escorting the Sa nan.

There are a good many Chinese warships on the river, including two of the two-funnelled river boat which were built at Hongkong.

During the trip of the Chan Po above referred to there were four American missionaries on board. They came aboard at Samshui in the hope of reaching Takhing to collect some belongings of theirs which they had left in their hurried departure therefrom a little while previously. They had to proceed to Wuchow in order to obtain the escort of the Callao, which, however, could not leave until a British gunboat arrived. This was an indication of the wise co-operation in the river work which is being practised. The missionaries had to wait until next morning.

On the way up-river the British steamer Chan Po and the Chinese steamer Kwong Tai went in company for the purpose of mutual protection. This turned out to be a fortunate arrangement for the Kwong Tai, as she got badly ashore a little beyond Dosing. That was on Wednesday morning. The Chan Po stayed alongside for three hours, and eventually succeeded in towing the Kwong Tai into deep water again.

News from Kweilin states that the general has had a big fight with the robbers and pirates there, driving them back on Konghau, where they are said to be making a stand. If driven from there, they will probably have to fall back on Wuchow, where they will receive a pretty warm reception.

There is no news to hand at Wuchow of the two motor-boats from Nanning. Bankers' boat, the Tie Hing, and the Chinese boat, the Kwong Nam, left Wuchow on Thursday evening for Nanning, each with an escort of troops.

SOCIETIES ORDINANCE, 1911.

NOTICE IS HEREBY GIVEN

that in accordance with the provisions of Ordinance No. 47 of 1911 all Clubs, Companies, partnerships and Associations consisting of 10 or more persons except:—

1. Such as are exempted by the schedule attached to the Ordinance.
2. Such as are constituted under Royal Charter, Royal Letters Patent, Act or Ordinance.
3. Such as are already registered with the Registrar of the Supreme Court.
4. Such as are formed for the sole purpose of carrying on any lawful business consisting of not more than 20 persons,

which are neither registered at the Registrar General's Office or exempted from registration by 1st January, 1912, become unlawful and liable to the penalties laid down in the Ordinance.

Clubs, Societies, etc., concerned should supply to the Registrar General the following information with a view to registration or exemption:—

1. The name, address and nature of the Society.
2. The names, addresses and offices of the office bearers.
3. A copy of the rules.
4. The number of members of the Society.

E. R. HALLIFAX,
Registrar General
5th December, 1911.

NOTES AND COMMENTS

The English Pigtail.

In all that has been said of the shedding of queues by the Chinese, we have seen no mention of the fact that our own sailors, as far back as the days of Elizabeth, wore pigtails. The sailors of Nelson's day took an immense pride in them. In the early part of the last century "pigtail" was the name of the seaman's favourite brand of tobacco. It appears, readers will remember, in one of Thomas Hood's punning poems concerning the disappointed love of a British sailor whose "head was turned, and so he chewed His pigtail till he died." The point of that pun is lost on many people who are unaware of the facts stated here.

M.C.C. Misfortunes.

The M.C.C. team must be commiserated with. The triple misfortune which has overtaken it not only decreases its actual playing strength materially, but may also affect the spirit of the team. The absence of Mr. Warner from the first test match means much more than the loss of a good bat. His knowledge of Australian cricket and his influence upon his men are of incalculable worth to a team, and his absence alone was serious enough. Comes now, after the accident to Gunn, the news that Hitch will also be unable to play on Friday. The loss of the fast bowler, following upon the illness of the captain, leaves the team materially weakened. Hitch, to be sure, might not have done much: he is still an untried man in Australia. But Hitch at home was a nervy bowler who generally reserved his big feats for big occasions. He was at his best when a special effect was wanted; and that is the man for test cricket. Well, it is a pity. A test comes to be a test when one side is not at its strongest, and Australians will deplore, as much as Englishmen, these enforced absences. And yet—and yet—Messrs. Foster, Barnes and Douglas may be inspired to put ginger in their lemonade and come along with fiery stuff. That sort of thing has happened before and may this time. But the odds are the other way.

Chinese and Gratitude.

Often it is said that the Chinese have no gratitude—that they regard kindness as weakness and a benefactor as a fool. In some instances this is undoubtedly true—and of other races than Chinese—but sweeping generalities are unfair and misleading. As a corrective to the general impression we reproduce the following "Notice in Gratitude," published in the advertising columns of the "China Press" of November 25 and signed Yen Sung Kao:—

On the date of 9th day, 9th moon, we were in great danger when we reached Hankow from Changsha, boarding on the steamer Kian; because there was a terrible battle taking place between the revolutionists and the Manchus that day.

Mr. A. Torrible, the captain, Messrs. Cheng-Chuen Lo and Shao-Tung Chen, the two compradores, were very kind to us. For while we could neither live at Hankow nor was there any steamer we could get on, these three good hearted gentlemen managed to send us on board the steamer Jue Ho.

We safely arrived at Shanghai last night. What a great deed it is. We can say only a little about it, but we will remember them for ever.

CHINESE SING-SONG GIRLS.

Although experts in Oriental music perceive that differences exist between the Chinese and Japanese models, to most of us the scales, progressions, and cadences are much the same, and the music as a whole fails to appeal to lovers of Schumann, Chopin or Beethoven. The sing-song girl of China is first cousin to the geisha of Japan, to whom musical comedy has introduced us, to say nothing of the insight Pierre Loti has given us into this "milieu" of life in the land of chrysanthemums.

Ideas regarding the intermingling of the sexes in China have always been strict, and even to-day the wife and daughters of the host are absent from the festive board. If they have any curiosity it must be satisfied by looking at the guests through a grille, or chinks in the wall, for their presence in the room is forbidden. But the respectable sing-song girl is a treasured institution. To meet her at her best you must be invited to a house where the guests are congenial spirits and of about the same rank. A birthday party and banquet in honour of the little son is the real occasion. The host welcomes you and conducts you into a large apartment in which chairs and tables range the walls; on two sides being bunks or bedsteads large enough for eight people to lie upon, on which are handsome opium layouts, sponges, scissors, cleaners, and matches. In the centre of the room is the tea-table ready laid, while at another table, for European guests, are set out champagne, sherry, whisky, brandy, and soda water.

The sing-song girls occupy a throne in a corner of the saloon. One is usually allotted to each guest, but sometimes her attentions are divided between two guests. These young ladies vary in age form sixteen to thirty, and are chosen for their physical and artistic attractiveness. They are beautiful from a Mongolian point of view, and even from a European standpoint are by no means bad-looking, with their lips and cheeks delicately tinted, their brows and necks lightly touched with poudre de riz, and their hair done into infinitely cunning shapes, oiled, perfumed, stiffened, and adorned with astonishing pins. Diamond or jade ear rings and a necklet are worn; bracelets, bangles and jade rings cover the arms, and the graceful tapering fingers are almost hidden by rings.

China is a country where the ladies do not wear the trousers in a metaphorical sense, but as an essential part of their costume. The sing-song girls are habited in coat and trousers of the finest silk, satin, or brocade. The former is cut very much in the style of a French outrier's blouse, and the latter are cylindrical, falling to the ankles and disclosing the finest silk hosiery and the daintiest embroidered shoes. The Oriental mind is prone to vivid colours, and the Chinese dyers recognise no fewer than nine hundred "fright" hues. This being so the sing-song lady has an embarrassing choice of materials for her professional garb. The coat is of one colour, the collar and edging of another, and, in addition, the material is brocaded, painted or embroidered. The effect of a dozen damsels all dressed in different colours is dazzling, especially when the gentlemen vie with them in the ornateness of their rich silken robes, and the banners and trophies on the walls are a symphony of colour in themselves. At an understood interval one of the sing-song girls comes forward to play an instrumental solo. It is magnificent, but not music to Occidental ears. It is more or less a fantasia on two notes, the pitch lying at about E in the treble clef, with squeaky excursions into a higher region.

During the meal the sing-song girl acts as waitress, and at its termination she sees that her particular guest has everything smokable and drinkable at his elbow before joining her fellows on the concert platform. There is usually a male orchestra, to the singing and to add weight to accompaniment which the girl herself plays on the violin, or zither. No sheet of music is unfolded, the Chinese professional singer being expected to know the words as well as the music of five hundred ballads. There are sure to be solos, duets, and here the male orchestra comes with a snakeskin drawn over what looks like a small cider cask. This is played with a pestlelike instrument of wood. The tenor tomtom is snakeskin stretched over a ring. Sometimes there is a tremendous racket in the midst of a most pathetic episode, which prevents you entirely from gathering the meaning of the song. But custom has sanctioned these outbreaks, which are understanded of the Celestials, though it is certain no Western star singer would put up with them at any price.

CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, Dec. 2.

The Hongkong Chinese firms dealing in ginseng, cassia lignea, drugs, etc. have telegraphed to the Canton Chamber of Commerce, the Nine Charitable Institutions and other societies in Canton requesting them to use their influence in persuading General Lung Chai-kwong to remain at his post for the sake of the people. They have heard that it is the intention of the General to leave Canton and they promise to do their utmost to provide funds for the upkeep of the military forces in Canton.

Mr. Tang Yin-si made an inspection of the Chinese section of the Canton Kowloon railway from Ta-sha-tan to Shekliung on Monday last, and found it is in order. By order of the Governor-General, the forces of soldiers protecting the route are now being organized.

Shek Lung is overrun with bad characters and the foreign railway engineer living there with his family fears that they may create trouble. Mr. Chao Heng-wa has asked the Governor-General to despatch a gunboat to Shek Lung so that in case of emergency she can easily take the engineer and his family to a place of safety. The request has been granted.

A proclamation has been issued informing the people of the new Government's decision to abolish all miscellaneous and unreasonable taxes that have come under their notice. The people are empowered to petition the new Government for the removal of any taxes which have not come to the knowledge of the Government.

About noon yesterday a shocking outrage was committed at the Bund resulting in the death of a pedestrian and a soldier. It appears that as a procession in connection with the funeral of the revolutionists who were accidently shot some nights ago, was passing the bund, a shot came from the direction of an eating house and struck a soldier who was taking part in the procession. The soldiers returned the fire. Firing was continued until the arrival of the members of the Red Cross on horseback. In addition to the two killed, several were wounded.

COMMERCIAL.

EXCHANGE.

Selling

T/T	1/10⅜
Demand	1/10 7/16
10 d/s	1/10½
30 d/s	1/10 9/16
4 m/s.	1.10⅝
T/T. Shanghai	75½
T/T. Singapore	76½
T/T. Japan	91
T/T. India	189½
Demand India	189½
T/T. San Francisco and New York	45½
T.T. Java	112
T/T Marks	191
T/T. France	2.35

Buying.

4 m/s. L/C	1/10⅝
4 m/s. D/P	1/11
6 m/s. L/C	1/11
30 d/s. Sydney & Melbourne	1/11½
30 d/s. San F'co & New York	6⅛
4 m/s. Marks	196
6 m/s. France	2.40
6 m/s. do.	2.42
Bar Silver, ready	25 9/16
forward	25⅝
Bank of England rate	4 %
Sovereign	$10.75

BY ORDER OF THE MORTGAGEE,

Public Auction.

Mr. Geo. P. Lammert has received instructions to sell by Public Auction on Thursday, the 7th day of December 1911, at 3 o'clock in the afternoon, at his Sale Rooms the following valuable Leasehold properties situate at Victoria, Hongkong, in Ten Lots, or otherwise as the Auctioneer shall declare, viz:—

Lot 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G OF INLAND LOT NO. 129, together with the messuage erections and buildings thereon known as No. 4 Tung Tak Lane. Term 999 years. Annual Crown Rent $8·55.

Lot 2. All that Piece or Parcel of ground known and registered in the Land Office as the REMAINING PORTION OF SECTION F OF INLAND LOT NO. 129, together with the messuage erections and buildings thereon known as No. 7, Lyndhurst Terrace. Term 999 years. Annual Crown Rent $12·91·1-2.

Lot 3. All that Piece or Parcel of ground being portion of SECTION E OF INLAND LOT NO. 94, together with the messuage erections and buildings thereon known as No. 37, Aberdeen Street, and intended to be registered in the Land Office as Sub-Section No. 1 of Section E of Inland Lot No. 94. Term 994 years. Apportioned Annual Crown Rent $2·45.

Lot 4. All that Piece or Parcel of ground being portion of SECTION E OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 47, Aberdeen Street, and intended to be registered in the Land Office as Sub-Section No. 2 of Section E of Inland Lot No. 94. Term 994 years. Apportioned Annual Crown Rent $2·45.

Lot 5. All that Piece or Parcel of ground being portion of Section E of Inland Lot No. 94, together with the messuage erections and buildings thereon known as No. 49, Aberdeen Street, and intended to be registered in the Land Office as Sub-Section No. 3 of Section E of Inland Lot No. 94. Term 994 years. Apportioned Annual Crown Rent $2·45.

Lot 6. All that Piece or Parcel ground being portion of SECTION E OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 11, Choong Wor Lane and intended so be registered in the Land Office as SUB-SECTION NO. 4 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Appointed Annual Crown Rent $2·45.

Lot 7. All that Piece or Parcel of ground being portion of SECTION E OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 12, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 5 OF SECTION E OF INLAND LOT No. 94. Term 994 years. Apportioned Annual Crown Rent $2·45.

Lot 8. All that Piece or Parcel of ground being portion of SECTION E OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 13, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 6 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Apportioned Annual Crown Rent $2·45.

Lot 9. All that Piece or Parcel of ground being portion of SECTION E OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 14, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 7 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Apportioned Annual Crown Rent $2·44.

Lot 10. All that Piece or Parcel of ground known and registered in the Land Office as SECTION I OF THE REMAINING PORTION OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 64, Staunton Street, and intended to be registered in the Land Office as SECTION I OF INLAND LOT NO. 94. Term 994 years. Annual Crown Rent $4·04.

For further particulars and conditions of sale apply to:—

MESSRS. JOHNSON, STOKES & MASTER,
Prince's Buildings, Ice House Street,
Solicitors for the Mortgagee,
or to
MR. GEO. P. LAMMERT,
The Auctioneer.

Hongkong 18th Nov., 1911.

To-day's Advertisements

Prepaid Advertisements.

25 WORDS $1 for 3 insertions or $2 for one week.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ATHOLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hatt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 4th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 2.30 p.m.

DODWELL & CO., LTD.,
Agents.

Messrs. CARRERAS' TOBACCOS

HAVE A REPUTATION

The World Round.

Fresh Stock always obtainable from

1478] KRUSE & CO.

FOR SALE.

Offers will be received by the Management for the purchase as a going concern, of the "HONG-KONG TELEGRAPH."

Hongkong, Nov. 16, 1911.

G. R.

SANITARY BOARD OFFICE, HONGKONG.

To the Owners of Domestic Buildings.

Take Notice that, under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon, occupied by members of more than one family, except those within the Europe Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a shop, office or godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the Owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room; all cubicles, partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Limewashed up to the level of the first floor.

Carve, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleansed.

The Eastern division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumati service reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of 95 cents per floor on application being made to the Secretary of the Sanitary Board.

Dated this 24th day of November 1911.

W. Bowen-Rowlands,
Secretary.

GERMAN lady, desirous of returning home or going to England would undertake care of children or act as companion in return for passage and expenses. Good Experienced Traveller. Reply W. D. care of this paper. Hongkong, Dec. 4th 1911.

HONGKONG AND CHINA GAS CO., LD.

NOTICE.

ON and from the 1st January, 1912, the price of Gas to the public will be REDUCED to $2.60 per 1,000 cubic feet.

By Order of the Directors,
GEORGE CURRY,
Local Secretary.

Hongkong, 7th Nov., 1911. [1478

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it FRESH?

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One penny a pint!

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CANTON-HONGKONG-TIENTSIN LINE.

THE Steamship "ONSANG," will sail on or about the 20th Dec., 1911, Taking cargo for Tientsin, via Chin-Wang-Tao.

For Freight and Passage apply to THE CHINESE ENGINEERING & MINING CO., LTD.
Queen's Buildings,
DODWELL & CO., LTD.,
Agents.

Hongkong, 2nd Dec., 1911. [1289

CANTON-KOWLOON RAILWAY (British Section).

NOTICE.

COMMENCING 8th inst. and until further notice the express trains leaving Kowloon at 8 a.m. and 2.25 p.m. for Canton, and the trains leaving Canton at 7.55 a.m. and 2.25 p.m. for Kowloon are hereby cancelled.

The train leaving Kowloon at 3.45 p.m. for Fan Ling will run to Shum Chun until further notice.

By Order,
E. S. LINDSEY,
Manager.

Kowloon, 7th Nov., 1911. [1480

A LING & CO.
FURNITURE AND PHOTO SUPPLIES.
DEVELOPING, PRINTING & ENLARGING.
9, Queen's Road. [5?9

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Note our Price $12.00 per case containing 4 dozen quarts or 6 dozen pints. [42

Just received, a fresh consignment of PAUL CLOUET CHAMPAGNE, Extra Dry at $24.00 per case of 2 doz. pts.
FRENCH STORE,
L. Gameau,
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MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

Developing, Printing & Enlarging.
Hongkong, 1st May, 1911. [1099

A. FALCONER & Co., Ltd.
WATCHMAKERS & JEWELLERS.
LARGE SELECTION ENGLISH SILVERWARE
COMPRISING PRESENTATION
PLATE, BOWLS, RACE CUPS, etc.
ALWAYS IN STOCK. INSPECTION INVITED.
A choice selection of Xmas Goods are shortly expected.

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FAMOUS
BOLS GIN
Distillers since 1575.

This well-known Distillery was started in Amsterdam over 300 years ago, and the enormous sale of its products all over the World proves that it has successfully stood the Test. Sufferers from Kidney Complaints, etc., will save their Doctors' Bills by taking an occasional dose of Bols. Thousands can testify to its abilities as a Kidney Cleanser.

SOLE AGENTS—

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12, Queen's Road Central,
Tel. No. 135. HONGKONG.
Hongkong, 8th November, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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"EMPRESS OF JAPAN"..Satur., Dec. 2.	"EMPRESS OF BRITAIN"..Fri., Dec. 29.
"MONTEAGLE".....Satur., Dec. 30.	
1912	1912
"EMPRESS OF INDIA"..Satur., Jan., 27.	"EMPRESS OF IRELAND".Fri., Feb. 23.
"EMPRESS OF JAPAN"..Satur., Feb. 24.	"EMPRESS OF IRELAND".Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to— D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
KOBE & MOJI.....	YATSANG.....Tuesday, 5th Dec., Noon.	
SINGAPORE, PENANG & CALCUTTA.....	HAMSANG* .....Wednesday, 6th Dec., 3 P.M.	
MANILA.....	YUENSANG* ...Saturday, 9th Dec., 2 P.M.	
SHANGHAI.....	"CHOYSANG" ...Sunday, 10th Dec., D'light.	
MANILA.....	LOONGSANG* ...Saturday, 16th Dec., 2 P.M.	
SANDAKAN.....	MAUSANG .....Friday, 22nd Dec., Noon.	

RETURN TOURS TO JAPAN (Occupying 21 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

Telephone No. 215.

Hongkong, 4th December, 1911. [8

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"STRATHLYON".....	J. R. Shaw ...	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780,

Hongkong, 26th October, 1911. [805

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIC".....3,000 tons .....To be despatched end Dec.
S.S. "KATANGA"..... 5,600 " .....To follow

and regularly thereafter.

For rates Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 18th August, 1911. [1861

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

Destinations	Steamers	Sailing Dates.
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	HITACHI MARU, Capt. T. Yamawaki, T. 7,000. MIYASAKI MARU, Capt. T. Murai, T. 9,000 **KAWACHI MARU, Capt. Petersen.. T. 7,000	WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Dayl. THURSDAY, 21st Dec., at D'light.
VICTORIA, B.C., & SEATTLE ...	§ KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 30th Dec., from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, & YOKOHAMA	§ INABA MARU, Capt. S. Tominaga, Tons 7,000 § TAMBA MARU, Capt. K. Noda, Tons 7,000	FRIDAY, 8th Dec., at Noon. TUESDAY, 2nd Jan., at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, T. 6,000 KUMANO MARU, Capt. M. Winckler, Tons 6,000	THURSDAY, 21st Dec., at Noon. FRIDAY, 19th Jan., at Noon.
KOBE & YOKOHAMA.....	IYO MARU, Capt. R. Takeda, Tons 7,000	THURSDAY, 7th Dec., at 11 A.M.
SHANGHAI, MOJI & KOBE.	**COLOMBO MARU, Capt. J. Tomanka, T. 5,000	WEDNESDAY, 6th Dec.
N'SAKI, KOBE & YOKOHAMA...	KUMANO MARU, Capt. M. Winckler, T. 6,000	WEDNESDAY, 20th Dec at noon.
BOMBAY via SINGAPORE, & COLOMBO...	**CEYLON MARU, Capt. H. Tozawa, T. 5,000	TUESDAY, 12th Dec.

§ Fitted with new system of wireless telegraphy.

* Carries deck passengers. ** Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

"JINSEN MARU".....Tons 4,000...Capt. Machida...Dec. 2nd.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

FOR SEATTLE.

INABA MARU	7,000	S. Tominaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Irizawa	April 23rd.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO...	"KAIFONG".....5th	" 4 P.M.
SWATOW, AMOY & S'HAI ...	"HOIHOW".....6th	" 3 P.M.
HOIHOW & HAIPHONG.....	"SUNGKIANG"...7th	" 10 A.M.
SHANGHAI.....	"CHINHUA".....7th	" 4 P.M.
SHANGHAI.....	"ANHUI".....9th	" midnight.
MANILA, CEBU & ILOILO...	"TAMING".....12th	" 4 P.M.
SHANGHAI.....	"CHENAN".....14th	" 4 P.M.
SHANGHAI.....	"LINAN".....16th	" midnight.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

☞ AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

☞ MANILA LINE.—Twin screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

☞ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single $45. Return $75.

For Freight or Passage apply to BUTTERFIELD & SWIRE. Agents.

Telephone No. 36.

Hongkong, 4th December, 1911. [9

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

TO

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also, Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

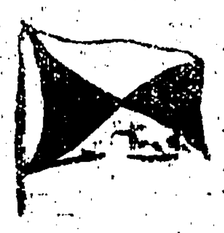
Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg: S.S. "Slavonia".....7th Dec. For Rotterdam, Hamburg & Antwerp: S.S. "Silvonia".....15th Dec. For Marseilles, Havre & Hamburg: S.S. "Andalusia".....18th Dec. For Havre & Hamburg: S.S. "Scandia".....20th Dec. For Rotterdam & Hamburg: S.S. "Brasilia".....3rd Jan. For Havre, Bremen & Hamburg: S.S. "Dortmund".....6th Jan. For Havre & Hamburg: S.S. "Segovia".....17th Jan. For Marseilles, Havre & Hamburg: S.S. "Liberia".....20th Jan
S.S. Dortmund .....11th D.c.	
" Segovia .....18th Dec.	
" Silesia.....1st Jan.	
" Ambria .....10th Jan.	
" Goldenfels .....27th Jan.	
" Prussen.....8th Feb.	

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 17th November, 1911 [956



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby ...	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 9th Dec., 4 P.M.
ZAFIRO...	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 20th Nov., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 2nd December, 1911. [14

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY, 24, Des Vœux Road.

Telephone 118.

Hongkong, 12th June, 1911. [1093

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EASTERN.....		Saturday, Dec. 11.
ALDENHAM.....	6th Dec.	" Dec. 9.
EMPIRE.....	18th Dec.	" Jan. 6.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents. [987

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration).

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	...11,000.....	A. G. Stevens	...Dec. 22nd, Noon.
S.S. "Tenyo Maru"	...21,000.....	E. Bent	.....Dec. 29th, Noon.
S.S. "Shinyo Maru"	...21,000.....	H. S. Smith	.....Jan. 19th, Noon.
S.S. "Chiyo Maru"	...21,000.....	W. W. Green	....Feb. 16th, Noon.

‡ These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post officer.

The triple screw steamer TENYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 29th December, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" 11,000 tons Capt. A. G. Stevens will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Friday 22nd December at noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).

Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer.	Tons	Date of Sailing.
Hongkong Maru	.....11,000.....	Wednesday, Dec. 13, Noon
Kiyo Maru	.....17,500.....	Tuesday, Feb. 11, Noon.

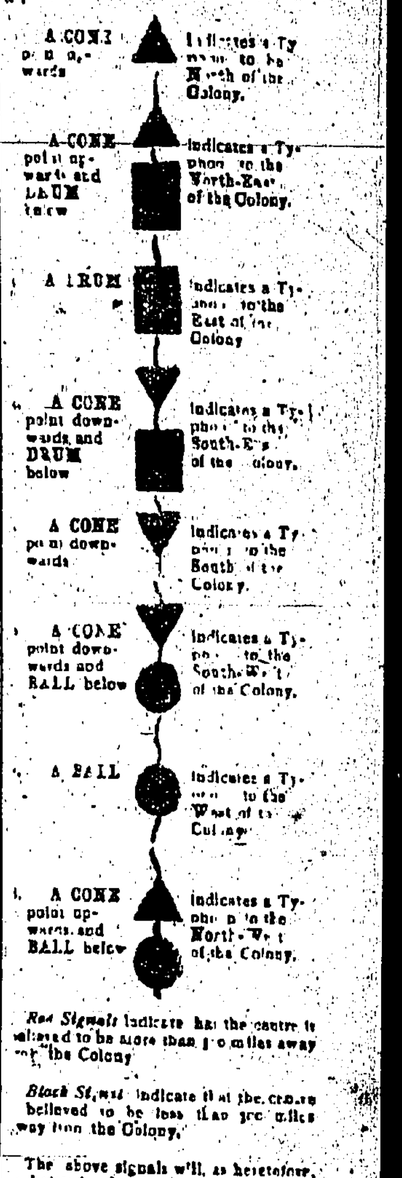
The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on WEDNESDAY, 13th Dec., at Noon. For Further Particulars as to Passage and Freight, apply to

K. MATSOA, Agent. KING'S BUILDING, Opposite Blake Pier. 831

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions as information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Police Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

DOUBT SIGNAL.

In addition to the above, when it is considered that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT EQUAL INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other signals.

NIGHT SIGNALS.

The following Night Signals will be shown from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red indicates that the winds may become typhoon force at any moment.

No III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals as correct, and will, when necessary, be hoisted during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock	Aberdeen.
Waglan	Tan Kwan Wan.
Stanley.	Tsai Kwan Wan.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted at the Harbour.

Further details can always be given to Ocean Vessels, on application by signal to the Harbour Office.

T. C. EDE, Colonial Secretary.

POST OFFICE NOTICES.

SPECIAL NOTICE.—Until further notice Parcels for the undermentioned places in China will NOT be accepted for transmission through the post:—Hupeh-Szechuen, Kweichow and Hunan.

MAIL EXPECTED.

ENGLISH Mail, per s.s. Himalaya, Dec. 7, 8 a.m.

MAILS CLOSING.

TUESDAY, Dec. 5.—

Europe, s.s. Tourane, 11 a.m.
Singapore, Penang and Calcutta, s.s. Namsang, 2 p.m.
Swatow, etc., s.s. Haiching, 10 a.m.
Manila, etc., s.s. Haifong, 3 p.m
Shanghai, s.s. Kwongsang, 9 a.m
Shanghai, Japan and Canada, s.s Orteric, 3 p.m.
Haifong and Pakhoi, s.s. Hanoi, 10 a.m.

WEDNESDAY, Dec. 6.—

Swatow, s.s. Hainun, 10 a.m.
Fort Bayard and Haiphong, s.s Kikuang, 8 a.m.
Swatow, Amoy and Foochow, s.s. Choshun Maru, 9 a.m.

THURSDAY, Dec. 7.—

Shanghai, s.s. Chinhua, 5 p.m.
Hoihow and Hniphong, s.s. Sungkiang, 9 a.m.
Cheribon, etc., s.s. Tjipanar, 11 a.m.
Kobe, s.s. Unkai II., 5 p.m.

FRIDAY, Dec. 8.—

Shanghai, Japan and Seattle, s.s. Inaba Maru, 11 a.m
Swatow, etc., s.s. Haiyang, 10 a.m

SATURDAY, Dec. 9.—

Manila, etc., s.s. Rubi, 3 p.m
Australia, s.s., Aldenham, 10 a.m.
Manila, etc, s.s. Yuensang, 1 p.m

MONDAY, Dec. 11.—

Australian ports, s.s. Eastern, 11 a.m.
Manila, etc., s.s. Taming, 3 p.m.
Swatow, etc., s.s. Haitan, 10 a.m.
Singapore, Penang and Calcutta, s.s. Ischia, 1 p.m.

TUESDAY, Dec. 12.—

Shanghai and Tacoma, s.s Mexico Maru, 10 a.m.

WEDNESDAY, Dec. 13.—

Japan and South America, s.s. Hongkong Maru, 10 a.m.
Europe, s.s Roan, 11 a.m.

HURSDAY, Dec. 14.—

Shanghai, s.s. Chenan, 3 pm.

SATURDAY, Dec. 16.—

Shanghai and 'Frisco, s.s. Mongolia, noon.
(S.M.) Shanghai, s.s. Anhui, 6 p.m.
Manila, s.s. Loongsang, 1 p.m.

FRIDAY, Dec. 22.—

Sandakan, s.s. Mansang, 11 a.m

SATURDAY, Dec. 30.—

Manila and Australian ports, s.s Prinz Sigismund, 9 a.m.

VESSELS LOADING.

FOR EUROPE—

Andalusia, H. A. L., 17th Dec.
Sithonia, H.A.L., 6th Dec.
Slavonia, H.A.L., 7th Dec.
Scandia, H.A.L., 26th Dec
Hitachi Maru, N.Y.K., 6th Dec.
Miyazaki Maru, N.Y.K., 20th Dec.

FOR BOSTON AND NEW YORK.—

Afghan, A. and O., 9th Dec.

FOR VANCOUVER, VIA SHANGHAI, JAPAN PORTS—

Montcalm, C.P.R., 30th Dec.

FOR VICTORIA, B.C., AND TACOMA VIA SHANGHAI.—

Inaba Maru, N.Y.K., 5th Dec.
Tamba Maru, N.Y.K., 2nd Jan.
Kamakura Maru, 30th Dec.

FOR SAN FRANCISCO VIA JAPAN PORTS.—

Mongolia, P.M.S.S. Co., 16th Dec.

FOR NAGASAKI, Etc.—

Tjikini, J.C.J.L., Quick Despatch.

FOR AUSTRALIAN PORTS VIA MANILA.—

Yawata Maru, N.Y.K., 21st Dec.
Aldenham, E. and A., 9th Dec.
Eastern, E. and A., 11th Dec.

FOR MEXICAN, ETC., PORTS.—

Hongkong Maru, T.K.K., 13th Dec.

FOR SHANGHAI, Etc.—

Tjilatjap, J.C.J.L., Quick Despatch
Ceylon, O. W. and Co., about 7th Dec.
Chinhua, B. and S., 7th Dec.
Anhui, B. and S., 9th Dec.

FOR MANILA, Etc.—

Kaifong, B. and S., 5th Dec.
Yuensang, J. M. and Co., 9th Dec.

FOR SINGAPORE, PENANG AND CALCUTTA.—

Namsang, J. M. and Co., 5th Dec.
Kumsang, D. and Co., 12th Dec.
G. Apcar, D. and Co., 18th Dec.
Lightning, D. and Co., 27th Dec
Kutsang, D. and Co., 6th Jan.
Laisang, D. and Co., 6th Jan.
A. Apcar, D. and Co., 12th Jan.

FOR BATAVIA, CHERIBON, Etc.

Tjiliwong, J.C.J.L., quick despatch.
Tjimahi, J.C.J.L., Quick Despatch.

FOR KOBE AND YOKOHAMA—

Tenyo Maru, N.Y.K., 7th Dec
Kumano Maru, N.Y.K., 20th Dec.
Ystahing, J. M. and Co., 24th Dec.

FOR SINGAPORE, COLOMBO AND BMBAY.—

Ceylon Maru, N.Y.K., 12th Dec.

FOR SANDAKAN.—

Mansang, J. M. and Co., 22nd Dec.

FOR FOOCHOW, via SWATOW, etc.—

Choshu Maru, O.S.K., 6th Dec.

MOVEMENTS OF STEAMERS.

(REUTER'S TELEGRAMS.)

London, November 28.

Arrival from China: Tranquebar

The following have passed the Canal: Glenlogan, Hirano Maru, St. Patrick, Atreus, and Lovat.

London, December 1, 1911.

Arrivals from China: Prinz Eitel Friedrich, Suevia and Rhesus.

The following have passed the Canal: Belgravia, Dardanus, Ernest Simons, Kanagawa Maru, Nyanza, Siam, Silesia, Sumatra and Kioto.

ENGLISH MAIL.

The s.s. Himalaya left Singapore for Hongkong on Dec. 2 with the outward English mails, and is due here on Dec. 7.

The s.s. Prinz Ludwig, carrying the German mails with dates from Berlin of Nov. 15, left Colombo on Dec. 3, and may be expected here on or about Dec. 14.

The s.s. Prinzess Alice, which left here on Nov. 29, arrived at Singapore on Dec. 3.

The s.s. Kleist, which left here Dec. 1, arrived at Shanghai on Dec. 3, 10 a.m.

American Mail.

The s.s. Mongolia arrived at Manila on Dec. 2, and may be expected here on Dec. 8.

The s.s. Persia sailed from San Francisco on Nov. 29 for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on December 27

The s.s. Nippon Maru is due here about Dec. 12 from San Francisco.

The s.s. Tenyo Maru is due here about Dec. 19 from San Francisco.

Australian Mail.

The s.s. Empire left Sydney on Nov. 28 for this port, via Queensland ports, Port Darwin and Manila.

The s.s. Prinz Sigismund left Yap on Dec. 3, and may be expected here on or about Dec. 10.

The s.s. Kumano Maru (Australian line) left Sydney for this port on Nov. 29, and is expected here on Dec. 18.

Merchant Steamers.

The s.s. Kiyo Maru left Valparaiso on Nov. 15 for Hongkong, and is expected to arrive here on or about February 3, 1912.

The s.s. Kumsang left Calcutta for Hongkong on Nov. 21, and is due here about Dec. 7.

The s.s. Colombo Maru (Bombay line) left Singapore for this port on Nov. 30, and is expected here on Dec. 6.

The s.s. Iyo Maru (European line) left Singapore for this port on Nov. 30, and is expected here on Dec. 12.

The s.s. Kirin Maru (Calcutta line) left Calcutta for thisport on Nov. 30, and is expected here on Dec. 19.

The s.s. Nore is expected to arrive at Penang on Dec. 5.

The s.s. Poona left Singapore for Hongkong on Dec. 1, and is due here on Dec. 7.

The s.s. Shinyo Maru arrived at San Francisco on Nov. 30.

The s.s. Chiyo Maru left Hongkong on Dec. 1 for San Francisco.

The s.s. Kiyo left Callao on Dec. 2 for Hongkong, and is due here about Feb. 3.

The s.s. Buyo Maru left Salina Cruz on Dec. 2. for Peruvian and Chilean ports.

The s.s. Glenroy left Singapore on Saturday, Dec. 2, and is due here on or about Dec. 8.

The s.s. Kioto passed the Suez Canal on Dec. 1, and is due here on or about Dec. 25.

The s.s. Glenlogan passed the Suez Canal on Nov. 28, and is due here on or about Dec. 28.

The s.s. Dortmund left Singapore on Dec. 3, and may be expected here on or about Dec. 11.

The s.s. Slavonia left Shanghai on Dec. 3, and may be expected here on or about Dec. 8.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911. J. H. TAGGART, Manager. [25

GRAND HOTEL,

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT

857] F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
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Telephone, 170 Telegrams "Astor." [24

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2 P.M. to 4 P.M.
Admission 25 cents.
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9 P.M. to 11 P.M.
Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager.

Hongkong, 1st November, 1911. [25

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.
The Peak,
near the Tram Terminus.
Tel. 56.
For Terms, apply to the
27] MANAGER.

HOTEL LISTS.

HONGKONG HOTEL.

Acheson, J.
Baldwin, Mr. and Mrs. A. M.
Barrett, Mr. & Mrs.
Bassgoiti, T. O. S. A.
Brown, E. A.
Bunnet, W. C.
Chilvers, P. T.
Christiansen, Mrs. and baby
Clare, W. E.
Condon, H. L.
Davis, Mr. & Mrs. L. Kennard
Davis, James
Douglas, Robert
D'Cattingen, V.
Dorland, L. L.
ew, W. C.
Drummond, Mr. & Mrs.
Eames, E. J. W.
Fisher, H. G.
Forrester, J.
Fuller, Denman
Fyfe, A. A.
Garrow, H.
Gubert, R.
Goulbourn, V.
Gould, Mr. & Mrs. Joseph
Hale, Mr. & Mrs. B. A.
Hall, Capt. T. P.
Hannibal, Mr. and Mrs. W. A.
Harrison, A.
Harvey, C. L.
Hewett, Hon. Mr. and Mrs. E. A.
Holmes, H.
Hough, Dr. S.
Hunter, Capt., Mrs. & 2 children
Hukmann, Mr. and Mrs. M.
Hurtado, Mr. and Mrs. E. L.
Innes, Capt. R.
James, F. S.
Joseph, R. M.
Johnson, F. R.
Knapp, W. B.
Kretzer, Dr.
Lack, G. M.
Lampman, Mr. & Mrs. H. A.
Law, J.
Lemaitre, R.
Lewis, F. J.
Lundy, Mrs. S. D.
Luttringhaus, P.
Lyall, Dr. and Mrs.
Mancini, C.
Marriott, Dr. O.
Massey, Miss K. A.
Mitchelmore, E. V.
Mereck J.
Moulder, and Mr. Mrs. A. B.
Mooser, L.
Newman, E.
Norden, J.
Pearse, Dr. and Mrs. W.
Pinckney, H. P.
Porter, S.
Potter, T. B.
Potter, A. M. Miss
Plimpton, Dr. and Mrs.
Ray, E. H.
Raymond, E. M.
Reay, Miss F.
Reeder, Mr. and Miss O.
Robbins, F. L.
Round, D. Mr. & Mrs.
Santo, B. V.
Shaw, Walter
Shelton-Hooper, Mr. A.
Sibley, J. C.
Solomon, H. H.
Spalding, Dr. and Mrs. A. D. and Infant
Spittles, J.
Square, Miss W.
Steiner, Lt. and Mrs. C. E.
Sutherland, P. D.
Vollbrecht, Mr. & Mrs. E.
Wagner, Mr. and Mrs. C.
Warren, E. J.
Waterman, E. J.

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Bates, F. L.
Bellinger, S.
Brett, Mr. & Mrs. C. H.
Crew, Mr. & Mrs. A. B.
Elphinstone, F. es, B.
Jensen, H.
Jorgens, Mr. and Mrs. & child
Keyt, Dr. F.
Kinghorn, J. R.
Kummerfeldt, R.
Lenfestey, F. P.
Lynam, C.
Manhoff, N.
Martin, J. N.
Maxfield, W.
Muller, W. H. J.
Nanninga, P. W.
Nordahl, G.
Osborn, H. J. K.
Pattison, W.
Perkis, Mr. and Mrs. E. and children
Pringle, J. W., Jr.
Taylor, R.
Van Vongen, C.
Watling, H.
Yorben, A.

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Anderson A.
Bangham, B. J.
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Boulanger, Miss S. B.
Bradshaw, H.
Brooke, T. S.
Brown, J.
Buchanan, Mrs. W. C.
Burns, L. E.
Chouguet, Mr. and Mrs. J.
Chouguet, Miss
Connar, Mr. and Mrs. W. M.
Cox, F. W.
d'Oriolo, V. Musso
Duclos, Mr. & Mrs. P.
Durocher
Edwards, C. R.
Wong Hang, Mr. and Mrs.
Hansen, J. W. A.
Hermant, O.
Jeffery, A. S.
Lane, Mrs. S. B.
Lapicque, P. A.
Lanthers, J. P.
Lugebil, V.
Mackey, Wm. C.
Morriss, Mrs. K. de
Musso di Oriolo V. P.
Narciso, L. A.
Narciso, J. A.
Nevada, J.
Newmann, H. J.
Owen Capt. J. R.
Pobergaurosi, B. F.
Rader, W.
Ribault, L.
Sarathein, M.
Schmitt, C. A.
Wang Kung-shan
Slettengren, A.

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Adams, Mr. & Mrs. & 2 children
Denbon, A.
Gaskell, Mr. and Mrs. W. H.
Grant-Smith, E.
Grant-Smith, Mrs.
Hancock, R.N., Lieut. and Mrs. and & child
Jones, Dr. & Mrs. Evan
Lumsden, Mrs.
Lumsden, Miss
Mackenzie, A.
Ritchie, Mr. and Mrs.
Sibley, Lieut. and Mrs. G.
Smith, Mr. and Mrs. Morton
Twiss, Major and Mrs. & 2 children
Wilson, L. C.
Wood, E. M.

SHARE REPORT.

S—SELLERS. SA—SALE. B—BUYERS

STOCKS & PAID UP VALUE.		CLOSING QUOTS.	LAST DIVIDEND AND DATE.
BANKS.			
Hongkong & S'hai	$125	$865 £81	Interim dividend of £2 per share at exchange 1/9½ —$22.88 for ½ year ending 30th June 1911
National Banks	£5	$10	In Liquidation
MARINE INSURANCES.			
Cantons	$50	$180 b.	$16 for 1910
North China	£5	T145	Interim of 10/- for 1910
Unions	$100	$830	Final of $20 making $50 for 1909 and Interim of $30 for 1910
Yangtsze	£50	$210	$12 for 1909 and Int. of $3 on account of 1910
FIRE INSURANCES.			
China Fires	$20	$125	$7 & b's of $2 for 1909
Hongkong Fires	$50	$352	$27 for 1909
SHIPPING.			
China & Manilas	$25	$10½ s.	$1 for 1906
Douglas Steamships	$50	$21	5 p.c. for year end'g 30·6·11
Steamboats	$15	$26½ b.	Dividend of $1½ for half year ending 30·6·11
Indo-Chinas (Preferred) (Deferred)	£5	$56	8% final making 6% for 1908 6% div. for 1909 on preferred shares
"Shell" Transports	£1	80/- b. £11 b.	1/- per share Coupon No 15 2/6 per share Coupon No. 16 for 1910.
"Star Ferry"	$10 $5	$27 b. $17 b.	Div. 7 p. c. Bon. 5 p. c. for year ending 30.4.11
REFINERIES.			
China Sugars	$100	$101	$10 for 1910
Luzon Sugars	$100	$28 s.	$3 for 1897
MINING.			
Chinese Engineerings	£1	T14	Interim of 1/- on account for year ending 28.2.11 (Coupon No.16)
Tronohs	£1	56/- s.	
Raubs	£1	$4	1s. 2d. per share on 150,000
DOCKS, WHARVES, & GODOWNS.			
Kowloon Wharfs	$50	$48½ b.	$3 for year ending 31.12.10
H. K. & W'poa Docks	$50	$49 s.	$1 interim dividend for ½ year to 30th June 1911
Shanghai Docks	T. 100	T.57	Tls. 2½ for 1910
Hongkew Wharfs	T. 100	T.92	Final of Tls. 4 for 1910
LANDS, HOTELS & BUILDINGS.			
Anglo French Lands	T.100	T.94 b.	Tls. 6 29·2·10
Hongkong Hotels	$50	$119 $75	$3 on old shares, $1.50 on new shares for half year 31·12·10.
Hongkong Lands	$100	$102 b.	Interim div. of $3½ for 1911
Humphreys Estates	$10	$7 s.	45 cents for 1910
Kowloon Lands	$30	$30	$2½ for 1910
Shanghai Lands	T. 30	T.95	5% for half year to 30·6·11.
West Points	$50	$48	Interim div. of $2 for 1911
Manila M'pole Hotel	P.10	$11	15 per cent. for 1910
COTTON MILLS.			
Ewos	T. 50	T.95	T4 for year ended 31·10·10 T7 for year ended 20·12·10
Hongkong Cottons	$10	$4.75	50 cents 31.7·08
MISCELLANEOUS.			
China-Borneo	$12	$10½ s.	$1 for 1910
Light and Powers Do. (Spec. shares)	$10 $1	$1.30 s.	
China Providents	$10	$8.50 s.	80 cents for 1910
Dairy Farms	$6	$21	$1.25 for year end'g 31·7·11
Green Islands	$10	$3.85 s.	Interim of 15 cents per share for 1910
Hongkong Electrics	$10	$21½	$1.20 per share and b's of 10 cents
Hongkong Ices	$25	$210	$2 interim for half year ended 30th June 1911
Hongkong Ropes	$10	$18	$1 interim account 1911
Langkats	g. 10	T.61 sa.	Special bonus T.2 15·1·11 Interim div. T.1½ 15·3·11 Interim div. T.1½ 15·6·11 Interim div. T.1½ 15·9·11
Morning Post	$25	$25	None
Peak Tramway	$10	$11.50 b.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30·4·11
Do. (new)	$1	$1.10 b.	
Philippines	$10	$5 b.	None
H. Price & Co., Ld.	$10	$12b.	$1.50 for 1910
Societe des Pulpes et Papieteries du Tonkin	Preferred $50 paid up $50	$50	
	Benefit	$400	First year
Shanghai-Sumatras	T. 20	T102	
Steam Laundry	$5	$6½ s.	No dividend this year
United Asbestos Oriental Agency, Ld.....	$10	$10	50 cts. for year end'g 30 5 1
United Asbestos Founders Shares ...	$10	$300	15 per cent. per ordinary share for year ended 31·5·1911
Union Waterboat	$10	$7.50	5 per cent. for year ending 31·12·1910
Weismann, Ltd.	$10	$15 b.	10 per cent. for year ending 31·7·10
Watson William Powell	$10	$5½ s. $4½ b.	30 cents for 1910.

Corrected to 3 p.m. December 5, 1911. by WRIGHT AND HORNBY, Share & General Brokers, Queen's Building. Tel. address: Rectitude.

"The Telegraph" does not hold itself responsible for any of the above quotations.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-coloured water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Forcing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 9d.

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of impurity, impurity, or other imperfections of the blood from whatever cause arising. So sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease wheresoever and in whatsoever form met with, removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, scrofula, bad legs, bad breasts, abscesses, ulcers, wounds, sores, boils or Derbyshire neck. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 9d.

Send stamped addressed envelope for free booklet, or P.O. 2/9 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit, do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS, CHEMISTS.

Printed and Published by the Proprietor, Dr. J. W. Noble, at 47 Queen's Road Central, in the City of Victoria, Hongkong.

THE FAMILY TIE.

By Richard Whiteing.

The two sides of the world seem to be exchanging ideals. The Chinese are in insurrection for all sorts of changes that threaten the family tie which is the basis of their civilisation. And in the sacred name of that tie the Bishop of London, as spokesman of the English Church, protests against the fall in the birth rate. The family, meanwhile, is putting up a good fight for it. A Chinese official report, lately noticed in our columns, commends a Chinese widow, still extant, whose young people regularly sit down to dinner to the number of sixty-six. The progenitor in this instance is a grandmotherly widow in the village of Mang Tao. This venerable and venerated person is but 60 years of age, and she makes up the count of progeny with the help of nine sons and numerous grandchildren, with some great grandchildren as a sort of territorial reserve.

A Vanished Idea.

It is probably a report of German origin, but we shall be sure to hear a good deal about it in France, where such a contingent represents a vanished idea which many patriotic persons are trying to restore. For the ever declining birth rate of France is but an innovation due largely to the passion for comfort that came in with the revolution. Large families were the rule under the old regime until the increasing difficulty of feeding them brought that system to an end. They are still the rule in the old French colonies, one of which now lives under our flag in the Mauritius. The island is still Old France, and it celebrates its brithdays, saints days and other festivals with family gatherings that may easily outdo the achivement of the widow of Mang Tao. The one thing in her favour is that she is a constant, a sort of all the year round of infantile publication brought out every day. The French tend to keep their reserve for emergencies. M. Worth, the arbiter of the Parisian mode under the Empire, though a man of the newest fashions in business, was quite an old-fashioned person at home. His fine villa at Suresnes was dotted all round with maisonettes for the grown up sons, and they went in to pay their court of filial affection to him every day.

The French Uncle.

The French family is still a clan to its remotest ramifications of those who have not brought dishonour of the name. Once born into it, you can hardly get out of it, even by your own will. You are on the register of what may best be described as a great scheme of mutual insurance against all the ills of life. It is for weal or for woe. Least of all can you slip the collar of these obligations by becoming a celibate. Bachelor uncles and maiden aunts are expected to look after more nephews and nieces than those who have children of their own. Mon oncle is a stock character of French comedy and of French life. In England he is but a nickname for a pawnbroker. The French variety "makes advances" at need like the other, but without security; and he is expected to bear the heaviest disappointments in that line with a smile even more indelible than that of father. As a man in business or in politics he finds places for the clan, as a mentor, he is ever at their service with counsels that hit the happy mean between those se of the parson and the been companion.

The British Uncle.

Even the Dutch uncle is as nothing in the comparison; and as for the British, he is but a thing of cast iron, with his exclusive concern for his own brood. Nor is that concern at all remarkable. The thing that strikes the observant Frenchman most in this country is the excessive sickness of the family tie in all gradest. Nobody seems to care very much for anybody. Even a ne'er do weel son or brother is left shift for himself with an easy resignation that would bring on a Frenchman the reproach of being a man without heart, and as for cousins! It is a purely English trait, as distinct, happily, from an Irish, Scotch, or Welsh. Every day of his life, as we know, Lloyd George writes without fail to the uncle who saw him through in education and a start in life, when he was a poor boy.

The Scottish people, like the French, form one vast mutual benefit society, and even more completely so, for here the claim extends from the family to the nation. The French, however, are hard to beat in their own line. When things are going from bad to worse with a peccant member the Code Napoleon gives a family council the right to look into his affairs, and to draw up recommendations which, on approval by the courts, have the force of law. I know of a case of a spendthrift father who, after squandering his own fortune, began to make inroads on his daughter's dot. The family came to the rescue at once, got the doctors to certify for softening of the brain and general incapacity for the management of affairs, and transferred the girl to an uncle's care. With that they saved her marriage portion, and supplementing it from their own resources, finally made an excellent marrige for her, and left her living happily ever after to this day.

Heritage of Family Ideals.

This is the French system at its best. At its worst, it has a worst, it involves an amount of interference that people of our race would hardly endure without a struggle. That must aways be the case. No doubt the widow of Mang Tao is the tyrant of her family circle, and makes them feel the sheltered life has its trials. The price of the insurance policy in a French family is rigid conformity to the family ideals. The young people are expected to take up life pretty much where their seniors are laying it down. Their right to be helped is purchased at the cost of their readiness to be advised.

If Madame spends too much on her toilette, or Monsieur on his club, the word in season, or for that matter out of it, must be borne without a murmur. It will certainly be the subject of free discussion throughout the whole family circle, discussion free and privileged as a matter of family concern. It is a case of the choice of evils no doubt. We should probably think any blessing dearly purchased at the cost of personal independence.

The French think any curse tolerable in comparison with the lot of the typical poor relation of the British type without a friend in the wide world. And their system is tempered in its worst rigours by many beautiful customs, and especially by an almost religious cult of the devotion due from youth to age. The weddings, silver and golden, are scrupulously celebrated, the birthdays, of of the seniors especially, are stage-managed with considerable care. The sons and daughters bring their offerings, the grandchildren their loyal and dutiful addresses which, if they have not written, they have have at least learnt by heart.

HEROIC GIRLS.

Pluck which Saved Hundreds of Lives.

The ruins of the lumber town of Austin, Pennsylvania, which was swept away by the bursting of a great dam on Nov. 1. present an appalling spectacle.

Thrilling stories of rescues effected during the progress of the flood and the fire are told. There is no doubt that many lives were seaved by two heroic telephone girls, Lena Binckey, aged nineteen and Katherine Lyons, aged sixteen, who received the warning of the bursting of the dam over the telephone. They called up over a hundred subscribers, to whom they gave the alarm, and then escaped themselves.

A young girl was pinned by a falling structure, but freed herself except one leg, which remained caught between two stones. All attempts at rescue were unsuccessful, and as the water crept on her she begged the rescuers to take an axe and cut off her leg. No one had the nerve for the task until a boy seized an axe and severed the limb with half-a-dozen blows. The girl was carried up the hillside to a place of safety, and will live.

Intimations

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TAILOR and OUTFITTER,

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TIME TABLE.

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7.00 a.m. to	8.00 a.m.	Every 15 min.
8.00 a.m. to	10.00 a.m.	„ 10 min.
10.00 a.m. to	11.00 a.m.	„ 15 min.
11.30 a.m. to	12.45 p.m.	„ 15 min.
12.45 p.m. to	1.15 p.m.	„ 10 min.
1.15 p.m. to	1.45 p.m.	„ 15 min.
1.45 p.m. to	2.15 p.m.	„ 10 min.
2.15 p.m. to	5.00 p.m.	„ 15 min.
5.00 p.m. to	8.10 p.m.	„ 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.		
8.00 a.m. to	10.30 a.m.	every 15 min.
10.30 a.m. to	11.00 a.m.	„ 10 min.
11.45 a.m. to	12.00 noon	„ 15 min.
12.00 noon to	1.00 p.m.	„ 10 min.
1.00 p.m. to	5.00 p.m.	„ 15 min.
5.00 p.m. to	6.00 p.m.	„ 10 min.
6.00 p.m. to	7.00 p.m.	„ 15 min.
7.00 p.m. to	8.10 p.m.	„ 10 min.

NIGHT CARS as on Week Days.

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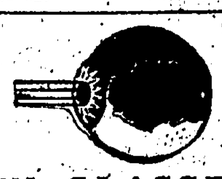
Hongkong, 19th March, 1908... [34



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Hongkong, 24th July, 1911. [929 992]

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FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BANDA..... Capt. H. W. Potter, R.N.R...	About 21st Nov.	Freight only.
SHANGHAI.....	ASSAYE..... Capt. G. W. Cookman, R.N.R.	About 23rd Nov.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL.....	DELTA..... Capt. E. P. Martin, R.N.R.	Noon, 25th Nov.	See Special Advertisement.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 15th November, 1911.

E. A. HEWETT, Superintendent.

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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....	"ROON" .....15,900 Capt. H. Rehm.....	WEDNESDAY, 13th December at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG".18,300 Capt. F. V. Binzer.....	About THURSDAY, 14th December.
MANILA, YAP, ANGAUR, SAMARI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" 6,000 Capt. F. Bruening	SATURDAY, 30th December, at 10 A.M.
KOBE & YOKOHAMA	"PRINZ SIGISMUND"6,000 Capt. F. Bruening	TUESDAY, 12th Dec.
KUDAT & SANDAKAN	"BORNEO"..... 5,050 Capt. F. Sembill.....	Middle of Dec.

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Hongkong, 22nd December, 1911. [7

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Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
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CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haicheng ...	W. C. Passmore	TUESDAY. 5th Dec., at 11 A.M.

FOR AMOY and FOOCHOW.

Haiyang ...	Capt. J. W. Evans ...	FRIDAY, 8th Dec., at 11 A.M.
Haitan.....	Capt. J. S. Roach ...	TUESDAY, 12th Dec., at 11 A.M.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

795]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjitaroem.....	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tjipanas	JAVA	——	JAVA.....	1st half Dec.
Tjilatjap	SHANGHAI..	1st half Dec.	JAVA.....	1st half Dec.
Tjibodas	JAVA	1st half Dec.	SHANGHAI.	2nd half Dec.
Tjimahi	JAVA	1st half Dec.	JAVA.....	2nd half Dec.
Tjimanock	JAPAN	1st half Dec.	JAVA.....	2nd half Dec.
Tjiliwong	JAVA	2nd half Dec.	JAPAN	2nd half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings

Telephone No. 375. [974

Consignees

"SHIRE" LINE OF STEAMERS LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship "MONMOUTHSHIRE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th prox., at 6 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on TUESDAY, 5th prox., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, 29th Nov., 1911.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH," FROM ANTWERP, MIDDLESBRO', LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Dec., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 14th Dec., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Dec., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th Nov., 1911. [

Notices

NOTICE.

TO WHOM IT MAY CONCERN: The UNITED ASBESTOS ORIENTAL AGENCY, LTD. have been appointed by the PATENTEE his SOLE AGENTS in the FAR EAST for the "von RIEGNER PATENT FIRE BRIDGE BAR.

Hongkong, 16th Nov., 1911. [1495

NOTICE.

CAPITAL for Extension Industrial Schemes and Conversions. Municipal or Commercial Loans arranged. Applications to be treated strictly confidential. Address—"EAST and WEST" c/o The Hongkong Telegraph." Hongkong, 18th Nov., 1911. [1493

Consignees.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU." From SAN FRANCISCO, HONOLULU, and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 24th Nov., at 5 P.M. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, No. [illegible] afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godowns and examination of same to be arranged.

All claims must be filed on or before December 4th, otherwise they will not be recognized.

K. MATSDA, Agent.

Hongkong, 21st Nov., 1911. [868

Notice

NOTICE.

We have authorized Mr. O. I. Ellis to sign our Firm per procuration in Hongkong and China from this date.

E. D. SASSOON & Co.

Hongkong, November 30th 1911.

NOTICE.

TO ALL WHOM IT MAY CONCERN, Notice is Hereby Given that Mr. P. F. FALK, who formerly canvassed for our firm for the sale on commission of whisky, beer and milk for cash orders only, is no longer authorised to so canvass, and that he has now no connection whatsoever with our firm, and has no authority to make any use whatsoever of the name of our firm, and further, we entirely disclaim any connection with or responsibility for his acts or agreements.

(Signed) F. BLACKHEAD & Co.

Hongkong, Nov. 28 1911.

G. R.

PUBLIC WORKS DEPARTMENT.

WANTED for the Water Works Branch a CLERK to take charge of the accounts and correspondence. Must be a good writer, quick and accurate at accounts and have a good knowledge of office routine.

Salary—$110 per month, rising to $130 by $10 biennially.

Applications stating age, together with copies of testimonials, to be sent to the above office not later than 12 o'clock on the 25th instant.

W. CHATHAM, Director of Public Works.

Public Works Office, Hongkong, 17th Nov., 1911 [1494

BOARD AND RESIDENCE—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric cars; entrance 105, Wanchai Road—Telephone No. 218. [1496